TRANSPORT

The South African transport sector employs 584 000 people in the formal and informal sectors, representing 4,3% of the active population.

The aim of the Department of Transport is to lead the provision of an integrated, sustainable, reliable and safe transport system, by planning, developing, coordinating, promoting and implementing transport policies and strategies. The transport sector is crucial to the successful hosting of the 2010 FIFA World Cup™.

Government is using the World Cup to revolutionise South Africa's transport system.

A total investment of R13,6 billion has been allocated to improve public transportation systems ahead of the World Cup. This is part of an overall investment of R170 billion into the country's transport system in the five-year period from 2005/06 to 2009/10.

Public Transport Strategy (2007 – 2020)

The Public Transport Strategy aims to accelerate the improvement in public transport by establishing integrated rapid public transport networks (IRPTNs), which will introduce priority rail corridors and bus rapid transit (BRT) systems in cities.

The essential feature of the Public Transport Strategy is the phased extension of mode-based vehicle recapitalisation into IRPTNs. These networks comprise an integrated package of rapid rail, BRT and taxi and metered taxi priority networks, especially in major cities. The strategy is expected to improve public-transport services for over half the country's population.

Full special needs and wheelchair access for all trunk corridor rail and road vehicles will also be implemented.

Agencies

The following entities report to the Minister of Transport: the South African National Roads Agency Limited (Sanral), South African Maritime Safety Authority, Cross-Border Road Transport Agency, South African Civil Aviation Authority, Road Accident Fund, Urban Transport Fund, Air Traffic and Navigation Services Company, Airports Company South Africa (Acsa) and the National Transport Information System.

Transnet Limited

Transnet is a focused freight-transport and logistics company wholly owned by the South African Government. It comprises the following operating divisions:

- Transnet Freight Rail (TFR) – the freight rail division
- Transnet Rail Engineering – the rolling stock maintenance business
- Transnet National Ports Authority (TNPA) – which fulfils the landlord function for South Africa's port system
- Transnet Port Terminals – which manages port and cargo terminal operations in the nation's leading ports
- Transnet Pipelines – the fuel and gas pipeline business, which pumps and manages the storage of petroleum and gas products through its network of high-pressure, long-distance pipelines.

Transnet will be spending R80 billion in capital expenditure on its ports, port operations and its freight rail network over the next five years of which R40,8 billion is being spent on upgrading freight rail infrastructure and rail engineering. The upgrading of the freight rail infrastructure is key to the objective of shifting more freight from the road network to the rail network as well as finding the balance between road and rail in respect of the transportation of goods.

TFR has a 20 247-km rail network, of which about 1 500 km comprise heavy haul lines. TFR infrastructure represents about 80% of Africa's rail infrastructure.

Road transport

South Africa has the longest road network of any country in Africa.

Sanral's main objectives are financing, managing control over, planning, developing, rehabilitating and maintaining the South

Construction of the Gautrain Rapid Rail Link commenced in September 2006. The project will comprise an 80-kilometre route and 10 new stations. The Gautrain Project will reduce the severe traffic congestion along the Johannesburg-Pretoria traffic corridor, which accommodates 300 000 vehicles per day, growing at an estimated 7% per year. It is estimated that the Gautrain Rapid Rail Link will reduce this number by 20%.

African national roads network. It is responsible for the national road network of 16 170 km. This is expected to grow to 20 000 km in 2010. The toll-road network comprises about 19% (3 120 km) of the national road grid.

About 1 832 km of these toll roads are managed by Sanral.

About 1 288 km of the tolled sections of the national road have been concessioned to private companies to develop, operate and maintain.

About R70 billion will be used in the next three years for road infrastructure, maintenance and upgrading and an additional R3 billion for the Expanded Public Works Programme for access roads, all of which is an attempt by government to alleviate traffic congestion while creating jobs.

Taxi Recapitalisation Programme (TRP)
The main objectives of the TRP are to have a taxi industry that supports a strong economy, puts the passenger first and meets the country's socio-economic objectives.

Government recognises the critical role played by the industry, and endeavours to ensure its growth and sustainability. The TRP is concerned with the sustainability and effective regulation of the industry. It is a direct response to the recommendations of the National Taxi Task Team to consider specific interventions to turn around the taxi industry.

Compliance with the necessary basic requirements include possession of legitimate documentation and securing the appropriate type of vehicles, specifically new taxi vehicles that comply with safety specifications.

By October 2009, more than 27 800 old taxi vehicles had been scrapped with more than R1,4 billion paid out to operators. A total of R7,7 billion has been allocated for the TRP.

Bus Rapid Transport
BRT systems provide an exciting and innovative mechanism for implementing high-quality public transport networks that operate on exclusive right of way and incorporate current bus and minibus operators with no source of income or jobs.

The BRT System is a key component of the Department of Transport's integrated transport network plan, which government is implementing in the 2010 FIFA World Cup™ host cities.

The system will feature dedicated and segregated bus-only lanes, as well as bus stations that are safe, comfortable, weather-protected and friendly to disabled passengers. It will run for 18 hours a day from 5:00 to 23:00 and the plan is to eventually extend this to 24 hours a day.

Passenger Rail Agency of South Africa (Prasa)

The Prasa was launched in March 2009. The establishment of the Prasa brought the possibility to provide integrated transport solutions through its control of commuter rail, intercity, long-distance rail and road-based long-distance buses.

The Prasa is tasked with transforming the country's public transport system. The agency, which was established by the consolidation of state-owned passenger rail entities, a road-based bus-passenger carrier and an asset-management entity, invested R25 billion to improve the local public transport system.

About R14 billion of the money was spent on capital programmes while more than R9 billion went to operational costs.

The agency creates a platform from which its business units, including Metrorail, Shosholoza Meyl, Autopax and Intersite, deliver high-quality and low-cost transport services. The Prasa employs 13 000 people and had refurbished over 1 489 coaches at a cost of R4 billion, as part of its accelerated rolling stock programme.

Civil aviation

Civil aviation will play a pivotal role during the 2010 World Cup. The civil aviation fraternity has placed a huge emphasis on its preparations for the tournament.

With statistics showing that South Africa is home to more than 70% of aviation activities in the SADC region, it is not surprising that most regard the country as the aviation powerhouse in Africa. South Africa's aviation industry has experienced significant growth over the past 10 years.

In recent years, the South African Civil Aviation Authority has witnessed a substantial growth in the number of foreign aviation entities plying their businesses in South Africa.

The Airports Company of South Africa (Acsa) owns and operates the 10 principal airports, including the three major international airports in Johannesburg, Cape Town and Durban. The others are domestic airports in Bloemfontein, Port Elizabeth, East London, George, Kimberley, Upington and Pilanesberg. Other airports in South Africa include Lanseria (Midrand), Gateway (Polokwane), Nelspruit and Kruger (Mpumalanga), Bhisho and Mthatha (Eastern Cape).

Airports Company of South Africa

Acsa has embarked on a R20-billion infrastructure development programme, in anticipation of the increase in the number of passengers travelling to South Africa by 2010. Acsa handles more than 32 million passengers annually.

The number is expected to total 43 million in 2010. At the end of 2011/12, the airports under the Acsa network should facilitate 44,4 million passengers and handle 611 631 aircraft landings.

Through its cooperative agreement with the South African Police Service (SAPS), the Department of Transport is building security-related infrastructure required for the roll-out of a dedicated rail police unit. In 2009, the roll-out was on course with more than 1 700 rail police active in patrols in the rail environment.

The introduction of railway police, with the deployment of 2 500 officers in the rail industry, had reduced crime in trains by more than 38%.

The airports handle over 98% of the country's commercial air traffic. In the 2008 financial year, this network processed more 291 000 aircraft landings from nearly 50 international destinations, connecting Africa with other continents.

Major airport developments are taking place at OR Tambo, La Mercy, Cape Town, Polokwane and Bloemfontein.

South African Airways (SAA)

SAA is the only non-stop service from the United States of America (USA) to South Africa, with daily departures from Washington, DC and a daily direct service from New York.

SAA became a member of Star Alliance, the world's largest and most recognised global airline network on 10 April 2006. This network allows SAA to offer passengers a service beyond its own direct operations as well as numerous other benefits to customers.

SAA is one of the leading carriers in Africa offering 20 destinations across the continent, as well as major destinations within South Africa, including its hub, Johannesburg.

Ports

The TNPA is the largest port authority on the continent. It owns and manages South Africa's ports at Richards Bay, Durban, East London, Port Elizabeth, Mossel Bay, Cape Town, Saldanha and Ngqura.

Commercial ports play a crucial role in South Africa's transport, logistics and socio-economic development. About 98% of South Africa's exports are conveyed by sea.

The National Ports Regulator, which was established in terms of the National Ports Act, 2005, is responsible for the economic regulation of the ports system, in line with government's strate-

Construction on a R5,8-billion fuel pipeline between the Mozambican Port of Matola in Maputo and Kendal in South Africa was expected to start in 2009. The 450-km-long pipeline will transport up to 3,5 Ml a year and is expected to prevent potential fuel shortages in South Africa.

The African Maritime Transport Charter was adopted at the Second African Union Conference of Ministers Responsible for Maritime Transport, under the theme *Creation of a Safe, Secure and Clean Maritime Transport Industry*, held in Durban, South Africa, from 15 to 16 October 2009.

gic objectives to promote equity of access to ports and to monitor the activities of the TNPA. The regulator also promotes regulated competition, hears appeals and complaints and investigates such complaints.

The adoption and implementation of measures to enhance maritime security have resulted in South Africa being fully compliant with the International Ships and Ports Security Code since July 2004.